IN THE LOWER BAT.

Down in the lower bay the conditions seemed more favorable for a good race than they had been at the plers. There was a southwester dragging across the water and stirring it up into rolls and rippling white caps that were cheering to behold. The old saits recalled the fact that in a breeze which did not turn a bubble of foam, the racers had covered a tenmile reach up the Jersey coast at a twelve-knot galt, and surely with a white-cap breeze in the bay a race to atir the blood might be expected on an outside course.

RIVALS STRETCHING TREIN CANVAS.

The first of the steam fleet to arrive at the anchorage under Sandy Hook found both the Vigilant and the Defender with mainsails up and the crews humping themselves to stretch the canvas a bit tighter than it had ever been stretched before. It was plain that the Vigilant still had a little the better of it in this stretching business, as she had on the first day she met the Defender. The cloths at the head of the Defender's mainsail were still puckered, while the Vigilant's were, in short, fauitless. The Defender's also showed wrinkles in the luff. But when the great club topsails were spread and the line, with their cloths rayed like the lines of a sunburst, had been hoisted, the picture which each presented was simply perfect. The wrinkles and the packers were lost to sight in the magnificent proportions which each presented.

RACERS GETTING INTO TRIM.

The Vigilant was the first to get in trim for race, and casting off from the tender that had been standing by her all the morning she drifted past the point of the Hook and out to sea, with her sails well aft, where they would do about half duty, and her crew comfortably stowed along the weather rail, save for a couple of white-jacketed men who stood on the crosstrees.

The Defender, when ready for sea, held on to her tow line while she got her halliards and sheets home, and was towed around the Hook until the breeze, although the sails were not rimmed to it, drove her to a slack tow line, when she, too, cast off and went slashing away through the seas toward the old Scotland Lightship. To the yacht sharps such matters as the set of her sails, the ripple under her bow, and the heave of her wake were matters of first importance, and they noticed that she had adopted the Vigilant's notion of putting a in the clew of the jib, but there were others present with an eye for something besides ropes and canvas, and they observed that the mascot, the wife of Mr. Iselin, looking very charming!) in a white suit and a sailor hat, was at the gangway, and that Mr. Iselin had for enipmates, besides the regular crew, Mr. W. Butler Duncan, Mr. Newberry D. Thorne, Mr. Woodbury Kane, Mr. Herbert C. Leeds and Mr. Nat Herreshoff.

PROMISING FOR A GOOD RACE.

On reaching the open sea the yachtsmen and landsmen alike turned once more to study the weather, to see whether the promise of a good race was likely to be fulfilled, and they were not disappointed by what they saw. The wind was certainly stronger than it had been at any time during either of the preceding trials. The sea was almost a dead flat, so far as rollers or deep breeze was making ripples that sometimes in tiny masses of foam very pleasing to ose out for an excursion. The air was so clear that objects affoat and ashore were revealed lighthouse and tower on the low-lying Hook and the lofty Highlands was outlined as distinctly as if it were painted on the sky. The stretch of sand along the Hook shimmered under the glow of the sun like a yellow ribbon. Twodozen dandy schooners and sloops, were scattered over the dancing water about the drab hulk of the lightship within half an hour after the arrival of the first of the fleet, and among these the tall racers went to and fro reaching driv ng, and drifting according as the wind filled or fluttered their sails. Over head there was a hazy sky through which the sun shone with a softened light, while for the spectators well out to sea the picture had for a background the dark green foliage of the Navesink Highlands. It was, in fact, at the start, one of those rare days that satisfy at once the sallorman, who loves a humming race, and the landsman, who hopes for a race but dreads the terrors of a roll-

ASSEMBLING AROUND THE LIGHTSHIP.

rivals had to wait for the coming of the committee's boat, the fleet of pleasure craft increased in numbers steadily until shortly before 11 o'clock, when the water about the lightship was enlivened by a fleet which, though smaller than that which assembled at the first races was still large enough to show that New Yorkers are distinctively a seafaring people. with an interest in sea racing. Among the yachta were John Jacob Astor's palatial steam yacht Nourmahai, which arrived at 10:30 o'clock from Newport, having made outside passage around Montauk Point. On board were Mr. and Mrs. John Jacob Astor and a number of Newport's swell set. Commodore E. M. Brown's steam yacht Sylvia, the hip of the New York Club, was another. Mr. John B. Herreshoff, the blind head of the

Bristol firm which designed both the Defender and the Vigilant, was on the Eugenia. Some of steamer Hermonie, flying the British flag defiantly; Frank f. Morrill's fast steamer yacht ose; John E. Brooks's crack ninety-foot Lasca: Commodore E. C. Benedict's steam yacht Oneida, the flagship of the Seawan baka-Corinthian Yacht Club; John H. Hanan's steam vacht Embla, Harrison R. Moore's steam yacht Marietta, W. J. Arkell's steam yacht Judge. ex-Commodoro E. D. Morgan's Sheerwater David H. King, Jr.'s, schooner yacht Brunhilde E. R. Ladow's steam vacht Orienta Commodore Harry M. Gillig's schooner yacht Ra-Club; William R. Sand's steam yacht Nirvana, J. R. De Lamar's schooner yacht Fleetwing, the steam yacht Wanderer, and the schooner yacht Columbia, under charter.

THE STABLING POINT AND COURSE.

At'10:50 o'clock the tug L. Luckenbach argived on the scene, flying the flag of the New York Yacht Club, and a little later she set the signals T Q fro n her horizontal stay, indicating that the race would be started from the Sandy Hook, instead of the Scotland, Lightship. It was a novelty in yachting history to find the Racing Committee directing affairs from a tug instead of some great steam yacht, like the famous Electra, but this was only a minor incident. The idle fleet began to stir immediately after the signals appeared. Steamers and tugs puffed and turned and ploughed up the sea. The Vigtlant, which had been hove to with her jib to windward, put up her helm and trimmed her sails for the red lightship. The Defender was already well out to sea, as if Capt. Haff had anticipated the order, and so, with her in the lead the rest spread over a wide expanse of water, the whole fleet drove along in a heterogeneous flock for the new starting point. On reaching the red lightship the flag tugboat anored at the usual distance to the northwest of the fixed mark, while the fleet divided, some going outside of the hulk and some outside of the tug, while a few, as usual, got in the way of the ers and were there, unfortunately, when the start was made. Then the signal to indicate that the course had been selected, ten miles to windward and back, appeared on the committee's boat, and the tug Scandinavian, bearing the turning buoy, went scurrying off toward a far point down the Jersey beach. A little later still three little signals fluttered where the one had en on the committee's boat, and these ordered that the course be south southwest, that being the direction from which the wind was coming.

It was now exactly 11:30 o'clock. The two

RACERS READY FOR THE START.

Tacers had arrived out at the starting line, and with the appearance of this last signal there

movement of the boats themselves that were inspiring to see. The sails that had been trimmed for easy motions were trimmed anew, and under the impulse of the gale they leaped away, for it had happened this time, as it had done in other years, that just as the racers were getting ready for the start the

breeze increased in weight. Thereafter the spectators had to look alive to keep track of the doings around them. The Defender headed away toward Sandy Hook, a long way in the lee of the line, as if determined that Mr. Willard of the Vigilant should have no reason this time for saying he was unduly crowded at the start. The Vigilant came up and around the lag tug and then ran down across the line and away after the Defender.

MANGEVRING FOR POSITION. The preparatory signal appeared on the conmittee boat at 11:35 o'clock, and that meant that the vachts had ten minutes in which they could jockey for place, and no more. But there was to be no jockeying, for Capt, Haif had carried the Defender so far off to leeward that it was plain that he wanted the Vigilant to lead the way over the line. It looked to some of the experts as if the Defender bad lagged intention ally at the start, so as to give the Vigilant her time allowance, which is, publicly, an unknown quantity. But the Defender's syndicate know it, and it may be inferred from their action yesterday that the centreboarder's allowance is not much over or under a minute. Capt. Harr was perfectly willing to lead the way. Running his tiny jib topsail up in stops he followed after the Defender for a few min utes, and then around he came and reached, on the starboard tack, back for the line. The Defender instantly followed, and those who happened to be in the right position saw both boats heel to the gale as they had not yet done in any VIGILANT GETS OFF IN FRONT.

The time had been admirably calculated. With a little over a minute to spare the wheel of the Vigilant was turned down under the stern of the flag tug, and with a swish she shot up across the line, the jib topsail was sheeted aft. and with every sail flapping she stood fairly into the eye of the wind. To the spectators it seemed that she was going about on the port tack and head for the Navesink. A moment later, how-ever, the wheel went up, and off she turned on the starboard tack again, with a roll of foam in her teeth and a growing swell astern, that told how she was setting the pacbetter than anything else could do. Then came the Defender, heeling to the breeze as the Vigilant had done. Just under the flagboat's stern she, too, turned up toward the line, and with a swish and flutter sped past the mark. But once across, instead of going off again t follow the Vigilant, she turned clear around to the port tack and headed for Navesink High

The official time at the start was:

MOVING PAST IN A STRONG BREEZE.

It was an odd start, but a prettier spectac was rarely seen. Under the impulse of the freshening breeze the sea was fairly jumping and shaking the foam from the crests of its tumbling waves. It was a wind to stir the blood of the sailorman as well as the sea. The tall sloops swayed and heeled until a greater breadth of the yellow metal below the water line was visible than of the white paint above it. But the Vigilant heeled a bit more than the Defender did, and the old salts, in spite of the fact that the boats were on different tacks, declared that the new sloop was doing better than the old one from the very first length over the line. For about three and a half minutes the Defender held her course, and then she came about to the starboard tack and went chase now, but it was not to be so long a chase as the old proverb about stern chases would indicate. The breeze was steadily increasing down the Jersey coast. The tide was going out, and, being at odds with the breeze, there was a jump of a sea on that boded ill for tender craft. The haze that had softened the sun's rays now alobscured them, and away in the southwest the sky grew stormy in looks. There was no longer any doubt about the kind of a race that was to be had, and the old salts who had scorped the charms of the sea pictures before the race was started now clawed their grizzled locks and stalked about the decks with eager interest in every move.

VIGILANT TAKES IN HER JIB TOPSAIL. For a little while the two yachts held their course out to sea on the starboard tack, and then the Vigilant found herself sagging to leeward of the new keel, and she headed up so high hat she again fooled the multitude, which vas merely getting a better grip on the increasing breeze, and incidentally taking in her handkerchief jib topsail, which wasn't doing her any good. Then finding berself still unable shoved down her helm and around she came. Nothing more pleasing for the crew of the Defender could have been done. The Vigilant had led the way over the line by almost a minute, and now the Defender, by holding her course. would cross the other, and whether the one or the other had gained would be apparent. To add to the interest of this event in the eyes the old salts, the wind was seen coming a mi or so away in a puff that was almost a squall.

DEFENDER CROSSES BER RIVAL'S BOW.

The racers were now approaching each other at little less than railroad speed. To the una customed a collision seemed well nigh inevitable but while these were wondering what would happen next the Defender drove across he rival's bow, scant three lengths away, shot up windward, and turned about on the port ta fair on the old sloop's weather bow. And the just as her sheets were fairly home came t hurry puff, wet with the spray it had gathere and struck the flying yachts simultaneously. No such spectacle as was then afforded has ever been seen before in a vacht race off Sandy Hook, for it was a blast to test the metal of the best of the old-time racers. Over they heeled, down and down, until every sailorman in the fleet was shouting to every other one within reach to look and see, and asking when the like of it had been known before. Lee rails disappeared instantly, and the booms seemed almost ready to follow them under the sea.

VIGILANT HARD SAILED. The Vigilant, in spite of her beam, led the way in this beam-end race, and when at last she ceased to roll down before the gale the solid green water was right up to her hatches and the sloppy spoondrift reached up clear across the midship deck seam. It made even experienced seamen hold their breath as they saw her mast pointing down at an angle of thirty degrees with the horizon. Cataracts poured through her scuppers. It looked for a moment as she heeled away that she would sprawl on her beam ends or that her mast would be torn out of her. But there was no danger of a turn over. Capt. Barr promptly shoved down the helm and luffed her till she righted herself. But she had been superbly beaten by the Defender, that held her own with never a suggestion of a luff, while the centreboarder staggered and yawed as if, to juote one yachtsman, "the water she had taken had been mixed with something stronger."

Just how far the two boats had salied while the Defender was gaining a minute can only be gussed. The old salts said it was five miles; perhaps it was less. This was not an extracrdinary gain, but still the Defeuder had shows herself plainly superior in pointing and footing. nd, better still, had shown herself stiffer in s sudden squall.

VIGILANT LUFFS PREQUESTLY.

From this time on there was one long board to the turning point, for in the squali the wind had changed to south'ard; but it was a board that will be long remembered by those who saw it. The wind continued to come up strong and in puffs from the south, and to it both boats heriad as they had never done before, indeed, the puffs were so heavy that Capt. Haff held the Defender where the luff of her club topsail was continually in the wind, while the Vigilant had frequently more than she could stand, for she was luffed up into it time and again. And between the puffs the Defender went slicing along, with her les rail outting off the crests of was a stir among the men on their decks and a | the waves she met, while the solid water poured | big yacht soon found themselves in trouble,

over the Vigilant's lee bow and flowed away aft n a stream that hid the deck at times half way to the mast.

DEFENDER FIRST AT THE TURN. Then came the turn. The Defender held he ourse so well that she reached the stake with only a stight ninch, while the Vigilant, in spit of frequent luffs, had to luff once more until everything fluttered. Aside from this the ordinary spectators saw nothing of moment in the doings of the racers, but Capt. Edward W. Cates of THE SUN'S tug, the G. M. Winslow said to one of the reporters that the Defender's lee rigging was hanging looser than it ought to do. Neither Capt. Cates nor any one else thought the matter at all serious, however, it was quickly forgotten in the in terest excited by the yachts at the turn. The boats had beeled to the breeze close hauled, but now as the stake was turned they had to bear off and take it broad side on. and that, too, with their sheets eased but little lest the great booms drag in the water. As they had drooped when the first squall caught them at the crossing, so they sagged and drooped again. Once more the Vigilant's deck was wet to the mast, while that spar pointed away to a spot but thirty degrees above the horizon. And ce more the Defender, with her narrow beam and deep keel, stood up and faced it far better than her wide-beamed rival. It was a comparison to cheer the heart of every Jingo at leas and no matter what others might think.

To the yacht sharps there was one feature of he turn worth noting, and that was the leisurely manner in which the Defender was handled he ran a long way off her course after rounding the mark. Then some minutes had passed sefore the spinnaker boom was lowered, and a longer time yet before the spinnaker was set nother feature, too, was in the fact that the Defender kept her boom to starboard, while the lightant gybed over. Why she did this was a mystery. Whether the Vigilant had any advantage in this condition of affairs was not apparent for a time: that is to say, no one could tell whether the wind favored the boom on the one or the other side, but afterward it was very plain that the Vigilant had much the advantag as will shortly appear. The official time at the

Vigilant .. The Defender, in a beat to windward over a

en-mile course, had gained 6 minutes and 33 seconds on her rival.

THE RUN HOME.

The run to the home line was, until the disance was almost covered, without special event The experts were not fully agreed as to which was the better boat before the wind, but it appears certain now that, in spite of the disadvantage of having her boom on the wrong side the Defender held her own until just before reaching the line. She did this, too, in spite of the fact that the Vigilant, being astern, had the advantage in the wind, because the wind, as the official weather reports from Sandy Hook show, continued to freshen until 3 o'clock. But because of circumstances, to be detailed further on, the run home showed, on the whole, to the advantage of the older racer.

DETENDER WOULDN'T GYBE At about 2:50 o'clock, when the Sandy Hook Lightship was perhaps two miles away, the ommittee hoisted two red balls on their tug. announcing that the yachts were to go over the course a second time. The breeze had proved so good for the purpose of a test of the boats that the utmost advantage was to be taken of t. This was a mighty pleasing condition of affairs to the yachtsmen, and their interest was soon deepened still turther. As soon as the signal appeared the crew of the Defender began to prepare for the turn. The big balloon jib was taken in, the staysail was set. been done in the leisurely manner that characterized the work of the first turn. This done, and the lightship being well under the bow, the aft, while Capt. Haff put up the wheel to gybe on her starboard side. For a few pulls on the sheet everything went well, and then, to the astonishment of everybody who saw it. "the ship seemed to take charge of the crew. to use the sailor expression, or, as a cowboy would have said, "she bucked," She apparently would not turn an inch further. but, on the contrary, backed around in the way she was not wanted to do. Away she went, heading further and further from the home line, while Capt. Haff shouted orders and the crew obeyed, but apparently to no purpose until the lightship was abeam and a quarter of a mile away perhaps. Then they got the boom over to thought she was going on the other tack. She | port and went scooting for the lightship, which she rounded on the starboard tack. But she had lost more than a minutetwo minutes-by the failure to gybe the ship at the right moment. It was now partly explained why the Defender had run so far away across the wind from the mark at the first turn. Something had prevented the crew's gybing over there as they turned the mark, although they had gone cruising out of the track in their efforts to accomplish that task. But the partial explanation only deepened the mystery, and the yacht sharps said that the apparent failure to control the boat at such a time was a seriou

The official time of the turn at the homestake (the Sandy Hook Lightship) was:
Vigitant 2:04:21
Elapsed time:
Defender
Defender beat the Vigilant five minutes elapsed time in the first twenty miles. The Vigilant, on the run home from the outer mark, gained 1 minute and 33 seconds.
AWAY ON THE SECOND ROUND.

Having rounded the lightship the Defender uffed until everything was flapping, for some

unexplained reason, and then kept off again for time on the starboard tack. Meantime the Vigilant had gained hand over fist. Her big balloons were all handled slowly, but without any dragging in the water or other mistakes and as the Defender was standing away on the starboard tack she came up around the mark gracefully and headed away on the port tack. this the Defender went about to the port tack. Both yachts were now fairly away for the second sail over the course, but how they would have made it can scarcely be guessed. That the wind had freshened during the run home, and at a rate much greater than any one had noticed, was in stantly apparent. The sea was rolling up, and the way the yachts jumped into it, with their lee rails buried out of sight at every jump, was astonishing to see. At one moment the sied-runner bows would be shooting up from the crest of a long wave, with the froth running from the white-curved lines in streams, and the next moment they would plunge down again to pile the foam in huge masses on each side and send the spray spurting twenty feet into the air. The lubberly tugs and the smaller yachts went snubbing and bucking into it in a way to give a landlubber the tremors, and even the largest of the excur sion fleet were rolling in a most vigorous fashion. The conditions for a race such as the old salts would remember to describe to their grandchildren were now perfect, but just when everybody was talking about it the end came.

DEFENDER TURNED FROM HER COURSE. The Vigilant, after rounding the lightship and taken in her big club topsail, and the experts observed that she did much better with out it. The experts then turned their eyes to the leader, to see her do as the Vigilant had done, for her club topsail was certainly doing harm by drawing aback half the time. But while they looked they saw a commotion on the Defender's deck that was not caused by any order for shortening sail. Everybody, from manager to seaman, was interested in some-thing about the mast, and a few men were running to the sheets, while Capt. Haff gave the wheel a turn up and ordered the mainsail eased off. In an instant the flying yacht turned from her course and headed equarely to toward the beach. Two tugs that had bee cruising along some distance to the lee of the

because, soon after the racht headed off, the wind knocked her over until the boom dragged in the water, and this turned her still further away. She dashed straight for the two tugs at a pace that steamers of that sort can rarely equal. The way those two tug skippers clawed their bell pulls, and turned their wheels in their efforts to get out of the way, was a caution to all other excursion boat skippers, and the result was that they succeeded in avoiding the collision that seemed for a moment imminent. Then the Defender got a clear track toward the point of the Hook and followed it, and it is an interesting fact that every excursion boat and all put a handful of the rest followed in her wake, leaving the Vigilant to pursue the route with scant sympathy.

THE VIGILANT'S CUP. It should be said here that the race had been started not for givry only, but for a cup offered by Mr Astor as an emblem of victory. That this cup was properly to be awarded to the Vigllant after the Defender left the course there could be no question, but what the prorie who saw the event wanted to know was why the Defender had left the course. How or in what time the Vigilant might finish after the Defender left was of comparatively small importance, so small in fact that not one in a hundred of the persons affoat saw the Vigilant take n her jib soon after she got the course to herself, and fewer still saw that this was done because the sail was split by the gale.

THE VIGILANT PUTS BACK, TOO. It was five minutes after the Defender abauoned the race and made for her anchorage when the Vigilant split her jib and it was quickly lowered. At 2:27 o'clock the Gould boat luffed up while her crew were gathering blossomed out on the Vigilant at 2:55 o'clock, and at 2:58:45 she went about on the star board tack, threshing heavily in the high sea, which broke over her snout and washed her decks from stem to stern. At 3:08 the Vigitant and drew alongside, After

o'clock the committee's boat steamed after long consultation between the officials and the Vigilant's skipper, the Luckenbach steamed out to sea a trifle and lay to. The Vigilant rounded her on the port tack at 3:14 o'clock and turned homeward toward the Hook. She was off that point at 3:32 o'clock, but instead of attempting to reach the official finishing line she kept in shore by the Scotland Lightship,

WHAT CAUSED DEFENDER TO GIVE UP. The reason why the Defender abandoned the

and finally came to anchor in the Horseshoe.

ace was not learned until later. Immediately after the Defender dropped anchor off Hay Ridge the electric and naphtha launches from the attending fleet headed for her. Everybody wanted to know why she had abandoned the race. Not even the experts could judge by her appearance that anything serious had happened to her, and all hands aboard had maintained silence when questioned on the fly by reporters Among the visitors to the disabled boat were

Mr. and Mrs. John Jacob Astor. Mr. Astor wanted to know which yacht had won his cup. He was unable to find out, as the Regutta Com mittee at that time had not rendered any decision. Mr. W. Butler Duncan explained to THE SCN reporter exactly what the mishap was He said that the steel band on the mast just bew the hounds to which the shrouds are attached had slipped down, thus slackening the rigging.

"Under the circumstances," said Mr. Duncan we thought it advisable to return to the anchorage. It would have been extremely dangerous for us to have gone on, and, as we were positive that we had handsomely beaten the ligilant, we did not see the use of continuing the race. It was only a trial contest, anyhow and we wanted to be on the safe side.

DID NOT WANT TO TAKE ANY CHANCES. Mr. Newberry Thorne at this point said: " We re too near the international race to take any chances. If it had been a month earlier we might have run the risk of carrying away the mast. We could not afford to do it to-day. It would have been folly to have risked disabling and possibly staving a hole in the Defender just for the sake of increasing our lead on the

Vigilant." It was suggested to Mr. Leeds that the De fender in the latter part of the race seemed to take charge of herself. Mr. Leeds shid that that was utter nonsense; that the Defender was one the easiest boats to steer that he had ever had anything to do with.

A simple touch of the wheel with the little finger," he said, " would readily move her ponderous rudder, which weighs somewhat more than a ton."

the Defender would be chosen to meet the Valkyrie III., and in view of that fact he did not see that it was necessary to run even the semblance of a risk with a new keel boat. He said he thought the Defender had beaten the Vigilant worse than she had ever been beaten | two races next week, on Tuesday and Wednesbefore. At one time, he said, the Vigilant heeled so much that you could almost see the upper part of her centreboard. The rigging manifested the weakness in the

latter part of the windward work on the first leg of the course, and the reason they were so careful in gybing while approaching the home mark was because they feared that they might carry away. Mr. Leeds and the other gentleme aboard the Defender, were confident they had lost two minutes on the run in to the lightsuip because of their inability to gybe quickly.

The general impression aboard the Defender was that the yacht would go over the course once only. This impression was strengthened by the taking up of the flag buoy at the windward mark by the tug Scandinavian and her departure from the mark for port.

SKIPPERS HAFF AND TERRY TALK.

Skippers Haff and Terry said in regard to the ccident to the shroud that they did not think it was good policy to go ahead and run the rise breaking things up, and that they so advised the representatives of the syndicate aboard the There was an unexpressed confidence on the part of all hands that the Defender would be able to handsomely beat the cup challenger. This impression was due to the marvellous work of the Defender in her interrupted duel with the Vigilant; but for the accident there is little doubt that the new keel boat in a forty-mile run would have beaten the Vigilant by probably not less than 12 minutes.

The gentlemen aboard the Defender united in protesting against the interference of the tugs the course. They named among the chief offenders the William E. Evarts and the Wise. They said that the conduct of these boats was simply inexcusable. They got directly in the ourse of the yachts at the windward end of the line and bothered them a good deal. They had nothing save words of praise to say of THE SUN tug, which kept well over toward the Sandy Hook Lightship and was always to leeward of the racers. MR. WILLARD INTERVIEWED.

E. A. Willard, who has charge of the Vigilant and represents Commodore Gould, on being in-

terviewed after the race said: We were reaching for the outer mark when the committee boat came alongside, and Com-modore Smith said: 'The trial is over; you can go back.' I shouted to him, 'How about the Astor cup?' They apparently didn't hear, and their boat pushed off. I held my course. Then the committee boat returned, and Mr. Smith asked what was the ast question. I replied: Who wins the Astor cup?" 'I don't know,' replied Mr. Smith. Mr. Kane said, 'You do,' We came about then and returned."

Mr. Willard then asked: "What's the matter with Defender?" He was told that she was apparently all right and that Mr. Iseliu declined to explain why he quit the race. Mr. Willard We thought some accident had happened to

her. I hope she is all right." The reporter suggested that the strength of the wind might have been the cause of the De-fender's withdrawal. Mr. Willard said: "We the wind all right. We had a good

whole-sail breeze, but these are pretty strong boats, you know." " Did you have any accident on the Vigilant ?" "Yes, we split a jib, but it was a Herreshoff jib.

We have a Sawyer lib which we think a great deal of, and we put up the Herreshoff jib. I don't know how theirs is, but ours doesn't amount to much." As he said this Mr. Willard gave the offending Herreshoff sail a contemp-

tuous kick with his foot, "Did you carry away anything else on the

Vigilant?" was asked.
"No, not a thing. The boat shows she has

good construction. She is not strained in any way and does not leak a drop," "Is she stiffer than in 1893?" Yes; stiffer and faster."

Mr. Willard said the committee had notified him that a race which had been quietly arranged for the two boats for to-morrow is off, and that the race was to have been a little private trial and nothing was to be said about it to the newspapers. No reason was given for calling this

MIL GLENNIE'S OPINION OF DEFENDER.

Arthur Glennie of England, who reached here a few days ago as a representative of Lord Dun-rayen, watched the trial race with deep interest from the Edgar F. Luckenbach. While answering leading questions with characteristic courtesy and apparent freedom, he diplomatically evaded any opinion as to the possible chances of Valkyrie III. in the coming cup races. It was evident, however, that the disclosures of the day had not shaken his faith in the English yacht. In fact, he looked as happy as a sportsman with a pocketful of winning tickets as he tacked from Pier 4 to board a Bay Ridge erryboat last evening. It cost him much inge nuity and several cents to steer through the newsboys who were peddling the afternoo papers with alleged full accounts of the trials. found it hard to realize that any details could have got in type so soon, and he evidently enjoyed with relish his latest lesson on American enterprise. While on his way up the bay ir. Glennie said:

"I think the Defender a grand boat, but must nfess surprise at her lightness. She undoubtedly stands up well, but I fail to understand why to-day's breeze should prove too much for her stability. In England we would call to-day's wind a fair topsail breeze, although it did not seem to carry the vigor and heart on which

British yachtsmen have to reckon. "The Vigilant sailed very creditably until onfronted with the choppy sea on the second ound of the course. Then she threshed about in surprising fashion. I don't know whether she is salling faster than when in England last year. No line afforded to-day can furnish a reliable key to that question, as we have yet no means of knowing how Defender compares with the English yachts the Vigilant has met.

" As far as Defender went, it was a fair and pare test, and she proved herself a fast boat. The first ten miles to windward gave a clear dea of what each contending yacht can do under similar conditions, but no sane man could venture to figure out Valkyrie's chances on such data.

kind of a breeze, but it does not follow that she can be expected to stand up under full canvas in a stiff blow. These handling her probably know enough to hoist only the sails she can carry in comfort and safety.
"I shouldn't be surprised to find our men suf-

fer somewhat from the change of climate. It strikes me as somewhat tropical, and apparently has an enervating effect on visitors brought up in a cooler and moister temperature. I also find the absence of twilight makes a difference, as that period in England is the most restful and refreshing of the day.

"Your industrious citizens would probably stand the strain longer if they started in at 4 o'clock or so in the morning, and took a recess from noon to 3 o'clock in the afternoon. Of course, this has little bearing on yacht racing, and I only mention it as one of the impressions your original country makes on a friendly foreigner."

THE VIGILANT WINS.

As soon as the committee boat L. Luckenbach eached the city the members of the America's Cup and Regatta Committee proceeded immediately to he New York Yacht Club house, 67 Madison avenue, where they went into execu-

After a protracted conference, the Cup Committee awarded the race to the Vigilant, which entitles her to one of the two cups offered by John Jacob Astor of the Nourmahal, and the following notice was posted on the bulletin

Defender withdrew during second round. stopped. Vigitant recalled and race awarded to her. REGATTA COMMITTEE.

Chester Griswold, one of the members of the Regatta Committee, who wrote out the above notice, in speaking of the committee's decision,

"You know there was a cup offered by Mr. Astor for each race, and as the Defender withdrew we had to award the race to the Vigilant."

NO TRIAL RACE TO-MORROW. It was also announced that there would be no trial race to-morrow, but that there would be

day, Aug. 27 and 28. When asked why the yachts had been ordered around the course a second time, the members of the committee said: "As there was a good wind they thought it would be a better test of

each boat's capabilities if they were sent around

It was stated at the New York Yacht Club house late last evening that the Defender had started for Bristol and that the repairs would be made there and not at City Island, as was at first intended. Later in the evening the America's Cup Committee posted the following notice The America's Cup Committee announce that the

trial races will not be resumed until next week. A. Cass Cappille, Secretary. Mr. Canfield said afterward that the date for the next trial races would be fixed on the return of the Defender from Bristol. In answer to a query as to his opinion of the yachts and the way they were sailed yesterday, he said, "I have nothing to say."

ON BOARD THE LUCKENBACH.

How the Guests of the Regatta Committee Enjoyed the Race.

There were no laggards, save perhaps one mong the guests of the Regatta Committee holding tickets for a passage on the Edgar F. Luckenbach. The exception reached Pier 4, East River, a few minutes after 9:15 A. M., the time set for sailing, but he proved to be a sportsman of resources, and with a feverish appeal t his lucky star he plunged head first into the nearest passing tug. The skipper proved to be one of the right sort, and he quickly transferred the belated yachtsman to the point of vantage his ticket called for. "Full spred ahead" was then the order, and every one was comfortably anchored in his chosen seat before the classic waters of Buttermilk Channel were left astern.

Every fortunate possessor of a marine glass then got a focus on the Erie Basin, hoping to get a glimpse of Valkyrio III., but Watson's cutter vas not in range. A welcome diversion was was not in range. A welcome divorsion was furnished by the Government tug Ordnance, which put off from Governor's Island with a uniformed party aboard, including a musical-looking crowd in the bow, supposed to be the Marine Band. Ears were straited in expectation of a sucrease, but the alleged band proved to be as silently urramental as the Statue of Liberty, and passing entertainment was impatiently sought elsewhere. It was quickly furnished by the steam yacht Wanda, which ranged up on level terms and kept the Luckenbach at racing speed for several knots.

Passing Quarantine the scene was most inspiriting, particularly looking toward the Staten

Hot Days Take the life out of the

Blood, and weaken The whole System.

Hood's Sarsaparilla Gives the blood vitality,

Makes it pure and Sustains health and strength.



Visitor to the city, there are sights worth seeing at any one of our three stores. You are welcome to see all we can show-to all the information we can give, without being urged to buy.

It's a chance to see the things that men and boys wear; a chance to get the right fit, to leave your foot measure, head measure, body measure. When settled quietly at home, you'll discover there's something you need, and then how easy 'twill be to order.

ROGERS PEET & CO

Island shore, where a regular flotilla of small yachts was beating out to sea, headed by Commodore H. M. (fillig's stately schooner, Ramona. The latter, with her grand spread of snow white canvas, all drawing, served to whet the appetites of the old shellback delegation who had started out for a day's daillance with Father Neptune and his most attractive favorites.

Before all aboard had quite got their sea legs, the Luckenbach eased up within hall of the Hook, and then ensued a debate which furnished considerable amusement to the landsmen aboard. A yacht of unmistakable racing lines could be seen a cable's length away under plain sail. One yachting expert immediately pronounced her the Defender. Another promptly contradicted him and said it was the Vigilant. He was at once called down by his nearest neighbor, who insisted it was the syndicate boat, and practically inferred that he knew as much as Nat Herieshoff about her design, spars, and sail area. As no two experts could be found to agree, the landsmen took heart of grace and volunteered some erudite opinions which were extreme enough to qualify the originator for a life membership in the most exclusive fishing club. One misguided oracie insisted that the racer in sight must be the Vigilant, as the Defender's hull could not possibly have got so sunburnt during her brief career affast. Those standing out for the Gould boat immediately had drinks at the expense of the Defender party, as the syndicate yacht hove in sight on an entirely opposte tack.

While arrangements preliminary to starting were being made a hasty census of the Luckenbach's passengers was responded to as follows: Fred. A. Guild. Cecil Baring, F. T. Robinson, A. Cary Smith, George de Forrest Grant, H. H. Hendricks, Adrian Iselin, Jr., J. V. S. Oddle, Secretary of the Regatta Committee; Commodore Mayhew W. Bronson, N. Y. A. C. feet; M. Roosevelt Schuyler, George I. Tyson, Willongh-by Weston, Lieut. H. M. Dombough, Stewart Shillits, General Thomas Watson, Arthur Moore, Edward Kelly, Samuel Camp

of the scene.

The nervous tension preceding the start acted as a tonic on those who were seeking their first summer bronze, but when the racers were fairly on their way a startling change swept over some of the Luckenbach's passengers. Secluded spots on the lower deck were in great demand, and as thetug rose and fell on the choppy sea, the nautical lore could only be heard among special groups, while the intervals along the rail were lined with melancholy looking individuals who insisted that they were merely sleepy or at the worst had taken some disturbing died during their hasty raid on the breakfast table.

One temporary mariner aroused much symp.

ing diet during their hasty raid on the break fast table.
One temporary mariner aroused much sympathy, although he protested vigorously that he was all right. He impressed one at the first glance as a typical cosmopolitan. His nether garments were decidedly Scotch in pattern, his necktie was a duplicate of John Bull's tricolor, while his enthusiasm clearly arose from a brand of retreshment strictly American, and unciltude at that. A direct contrast was furnished by a sightseer whose outfit was so impressive that he was immediately dubbed "Uncle Sam in modern yachting costume." He went about blissfully unconscious of the envy his tour cosmide was arousing, and it must be admitted that he fully enjoyed all the incidents aboard, both spectacular and nourishing, even if he did not remove his strictly English tan gloves.

A New York A. C. delegation, headed by Maynew W. Bronson, supplied enough connedy, for

A New York A. C. delegation, headed by Maynew W. Bronson, supplied enough comedy for
the entire flect. Bronson started in a se ious
vein, but soon tired of interpreting all the private yachting signals and courted the coolness
generated by the ire supply aft on the main
deck. Here he held court for hours, and, surrounded by his congenial clubmates, he held
forth in prose and verse as long as the "small
buts" held out.

The Luckenbach ignored the general stamnede after Defender when she mads for anchor-

The Luckenaach ignored the general stampede after Defender when she made for anchorage after the first round, and clung to her namesake, the committee boat, in pursuit of the Vigilant. At this siage of the outing the sea began getting in its gilt-edged work, and waves broke at frequent intervals over the pilot house, deluging the upper and lower decks. Many of the passengers again isolated themselves and only the veteran saits professed any interest in the

ing the upper and lower decas. Many of the passengers again isolated themselves and only the veteran saits professed any interest in the final result of the trial. The tempting relics of the luncheon were removed without protest by unhappy looking waiters, and the impromptu bar at the stern lost all patrons who had not learned to walk at acute angles.

When the committee finally ended suspense by ordering the Vigilant home there was a general revival among the Luckenbachers, which steadily increased with every knot covered on the homeward journey. As Hay Ridge was reached each passenger became an emphatic note of interrogation and the Defender's people were kept busy for some minutes assuring inqui ers that the syndicate boat would "live to fight another day." Then a bee line was made for Pier 4 and the party broke for Whitchall street at a gait which showed that the o ean breezes had not smitten anybody with incipient rheumatism.

A SNEAK THIEF CAUGHT. Property in His Possession Identified by Brooklyn Man

The police of Brooklyn believe that they have in custody a sneak thief and apartment house robber who of late has been giving them no end of trouble. For several weeks the authorities have been annoyed by a number of robberies in apartment houses in the neighborhood of Marcy avenue, Throop avenue, Lexington avenue, and Madison street.

At 3:15 o'clock yesterday afternoon Special Officer Charles Rogers, private watchman on Madison street, saw a well-dressed young man attempting to force the lock leading to apartments at 360 Matison street. Rogers placed the aranger under arrest. At the Gates avenue police station the prisoner described binself as Frank Thom, aged 21 years, but he refused to give his address. In his noiseession were found two bits, soven lock picks, four keys, a file, a case kuife, a serew driver, a 38-calibre revolver with each chamber ionded, a quantity of red pepper, a gold watch and chain, and two letters addressed to George Williams of 68 Covert street, Brooklyn.

Mr. Daniel Petty of 312 Lewis avenue reported that a thief had forced an entrance to his house and had stolen a number of gold triuscts. When Rogers arrested the young man he threw away a parvel, which was found to contain small articles of jowelry, including gold collar buttons, stude, and seeve buttons. Mr. Petty identified them as his property. A charge of burglary was theroupon entered against the prisoner. Madison street, saw a well dressed young man

prisoner.

Late last night Detective Sergeaut Gilpin visited 98 Covert street and learned that the prisoner was George Williams. The accused had lived with his father at that number and was regarded in the neighborhood as a young man of model habits. His father and other members of his family are respectable people. Williams will be arraigned before Justice Harriman in the Gates Avenue Court to-day.

The Rev. Alex. Wenters Resigns. The Brooklyn Presbytery met last night for

Trinity Presbyterian Church and severed the pastoral relation between the Rev. Alexander matoral relation between the Rev. Alexander Wouters and the congregation. The Rev. James W. Gilland, pastor of the Westminster Presbyterian thurch, acted as Moderator. The Rev. N. W. Welles acted as clerk and read a portion of a letter from Pastor Wouters, who is now at Lake ticorge, in which he asked to be relieved from his nastoral charge.

Mr. Wouters is 28 years old, and had been pastor of Trinity Church for eighteen months. He lives at 28 McDemough streat, Brooklyn. He was formerly a professor in the Polytechnic Institute. for one or two horses, aftest designs fine-minus; newest tastes in pointing; straight fro-tension froms, and DEMI-CAL RES. SIX-PASEINGER ROCKAWAYS, COUPE ; WAYS, OFERA BUS, classes sible waters, LANDAUS, VICTORIAS, hor) CARTS, BILLA stres; THE LATEST CONCEITS IN FAX-V original designs, RENTUCKY BREAK CAR-ABOUT WAGONS, Elevator to all floors. A. THE NEW YORK COACH HORSE AND CO

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BROUCHAMS

As COMPANY now have on show over 100 head of the highest class coach and carriage horses or offered for sale in this city, consisting of feories have leave for sale in this city, consisting of feories have horses addens, matched and cross-matched pairs, single horses addle horses, and roadsters. All the lot are the oughly broken to all harness, have breatiful mouts and manners, and are scellmated and treaty for immediate and hard work. Amoust this superty for immediate and hard work. Amoust this superty lection are many prize winners of the late show and many that will undoubtedly prove winners in air show in the country. We are always ready and willing to show any of the lot to the entire ratisfaction of those favoring us with a call. We also sinarantee to show favoring us with a call. We also sinarantee to show more quality, breeding, style, conformation, and phenomenal high all-round goers than have over best offered for sale in New York.

Tolephone, 97 Columbus. 255 West with the

BELLIGERENT RIGHTS FOR CURA. The United States to Be Asked Soon to

Tomas Estrada Palma, the head of the Cubas revolutionary party in this country, announced yesterday that within a short time the United States would be asked to recognize the recently organized republic of Cubs and to grant belligerent rights to the insurgents. This will be made through a properly or, a commission, at the head of which will proba be Gonzalo de Quesada, the Secretary of Foreign

Relations. Mr. Quesada is also the Secretary of the Junta in this country.

The leaders have determined to prosecute a rigorous campaign in all parts of the United States, in order to cultivate a public sentiment strongly in favor of their cause. Lecturers will visit every State and present the claims of the natriots, and a campaign of education will be carried on through the newspapers. Mr. Palma is convinced that the people of the country are all

in favor of recognizing and assisting the insurrectionists in their struggle for freedom and that the Government will not refuse the requests of the Cuban commission. The rumor that Gen. Gomez of the insurgent army died on Aug. 7 of consumption is regarded here as extremely improbable. Mr. Palma reeived a letter last week from Gomez, dated

ceived a letter last week from Gomez, dated Aug. 8, and still later communications from the field have made no mention of his death. Some reference to it, it is believed, would certainly have been made had it occurred.

The British steamer Ardenmhor, which salled yesterday from this port for Havara, carried on the steam launches. Throp and Spackle, which have been purchased here by the Spanish forgramment for patrol duty in Cuban waters. These beats are of the same class as the Shrewbur, Navesink, and Leon Abbett, which the Spanish Government purchased two weeks are Allofthem will be armed with light rapid-fire gus. They will be used in the shallow coast water and rivers, where vessels of deeper draught calnot go.

They will be used in the shallow coast was and rivers, where vessels of deeper draught cannot go.

The steamship Valayerde, which arrived in Tuesday from Havana, was at once taken to the Erie Basin. Brooklyn, where her bottom was scraped and cleaned yesterday. To day she will sail for Havana, where she will again be placed at the disposal of Captain-General Campos. Her visit here has caused some talk among the Cubans, who are not inclined to believe that she came for the sole purpose of cleaning the Madrid. Aug. 20.—Gen. Salcedo, who commanded the Spanish troops in the First Militar district in Cuba. has returned to Spain, arriving at Corunna yesterday. Gen. Salcedo dehase that the campaign against the insurgents in Cuba will be actively resumed in November, and that Santiago de Cuba, Ciego de Avila and Puerto Principe will be strongly garriso ed with Spanish troops. The consensus of opinion among the Spanish officers in Cuba. he says a that these movements, together with keeping a close watch on the coast, will put an end to the rebellion by 1896.

A despatch to the Imparcial from Havans asys that the death sentence passed upon the rebellion by 1896.

A despatch to the Imparcial from Havans asys that the death sentence passed upon the rebel chief Mujiga was confirmed by the authorities, and it is understood that the sentence was executed at Matanzas yesterday.

Santiago be Cuba. Aug. 30.—The rebels have telegraph wires and destroyed the refront Alto Songo to protect the men who are making repairs and prevent them from being fired upon by the insurgents.

Col. Telada's column, which has arrived at San Luis, had a battle yesterday with a rebe hand under Highno and Vaquez at La Jula. The column then advanced to Hatillo, Parabe and San Luis had a battle yesterday with a rebe hand under Highno and Vaquez at La Jula. The column then advanced to Hatillo, Parabe and San Rita. Near Burenes they surprise and capturing a quantity of arms, ammunition, &c.

them, killing four men, taking one prisoner, and capturing a quantity of arms, ammunition, &c. THIRD AVENUE AHEAD AGAIN. The Report to the Aldermen Favors lu-Kingsbridge Route.

The Railroad Committee of the Board of Aldermen did what it was generally expected do yesterday when it reported at the regula meeting of the Board in favor of the routesp plied for by the Third Avenue Railroad Con pany for the extension of its road up Kingbridge road to the city's northern limit. The Board granted a similar application before, but Mayor Strong vetoed the resolution on the ground that the route proposed prevented conpetition in the sale by auction of the franchis This action of the Mayor was promptly for lowed by the presentation of two new applications, one from the Third Avenue Company and the other from the Metropolitan Company, both proposing routes which would permit both com-

panies to bid for the franchise. As all but one member of the Railroad Committee, Alderman Hall, signed the original re port in favor of the Third Avenue Company, it was expected that the second report would als favor that route. Only four of the seven memhers of the committee signed the report mad yesterday, however. They were Chairman Parker and Aldermen Goodman, Marshall, and Brown. Alderman Murphy, in explaining his failure to sign it, said that he had not had as

opportunity to read it. Alderman Hall said that he might put in minority report, and he asked that the majority report be laid over for two weeks. He was premptly voted down-17 to 8. The report was

promptly voted down—17 to 8. The report was then made a special order for 2:30 P. M. on Tuesday next. The report which was drawn by Alderman Goodman of the Harlem district provides that the Railroad Committee confer with the Corporation Counsel o secure his advice as to whether the requirements of the frachise resolution as draited properly protect the interests of the city.

Alderman Marshall introduced a resolution revoking the franchise of the Fulton, Wall and Cortlandt Street Ferries Railread Company because the company had not built and operated a railroad in Wall street between Whitam street and the East River, as provided its franchise. This was referred to the Railroad its franchise. This was referred to the Railroad its franchise of the Hud-on River hall the flow years' franchise of the Hud-on River Railroad Company to operate its read through English avenue will expire hext year and asking the Board's attention to the fact that he flow years' franchise of the Hud-on River Railroad River hall the street that the flow years' franchise of the Hud-on River Railroad River Hud-on River Railroad River Hud-on River Railroad Railroad River Railroad Railr

A Dentist Commits Suicide.

PHILADELPHIA, Aug. 20,-Dr. J. Lebman Eisenbrey, aged 52 years, a well-known denist of this city, who had been an invalid for two years, committed suicide this morning at his home in Chestnut Hill, by shooting himself through the heart. A knowledge that he could not be cured of nervous prostration is believed to have led him to commit the deed. Dr. Leshbery had been practising in Punkatebola for thirty years, and until his health false, he was a clinical instructor at the Philadelphia 18-18-18. ollege.

A Boy of Twelve Commits Suicide. READING, Pa., Aug. 20.-Arthur, aged 12, son Nathan Zimmerman of this city, committed suicide by taking Paris green at Hosmisburg-this county. The boy had been litted out on a farm. He did not like the work, and said he would rather die than follow that occupation.

Apollinaris

"THE QUEEN OF TABLE WATERS."

Received the HIGHEST AWARD at the WORLD'S PAIR, and at the ANTWERP EXHIBITION.